



Letter from the President

Last Month I wrote an article for the Newsletter it was titled "Inadvertent Spin" and this month I will be lucky enough to take the Spin Training/Upset Recovery course at Shiloh (KSIF) in Johnny White's Extra 300. I'll be sure to take my Go-Pro!

3rd Class medical reform today

The countdown to 3rd class medical reform continues....fortunately this piece of legislation was exempted from any more delays ... counting down to May 1st!

Here are the highlights of the operations allowed under BasicMed, the new alternative to medical certification.

- A) Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)
- B) Flight rules: Day or night, VFR or IFR
- C) Passengers: Up to five passengers
- D) Aeromedical factors: Pilots must take a free online course every two years and visit their personal physician every four years (keyword there is PERSONAL physician)
- E) Altitude restriction: Up to 18,000 feet msl
- F) Airspeed limitation: 250 knots indicated airspeed
- G) Pilot limitation: Cannot operate for compensation or hire

Project RV-3 Building your own airplane ...

Last year, John Longphre and I purchased an RV-3 kit from an estate sale in Georgia. Follow us, as we attempt to finish the airplane, and get it in the air!



Here's what we bought in Georgia



This is a finished RV-3

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March GAJSC Safety Topic

Each month the General Aviation Joint Safety Committee (GAJSC) Loss of Control (LOC) Work Group selects a safety topic. For the month of March it is “Personal Minimums - Wind”. The FAASTeam is on the committee and fully supports every safety initiative. We need your help in spreading this message.

The GAJSC has determined that a significant number of general aviation accidents could be avoided if pilots were to establish personal minimums for flight in windy conditions.

Personal Minimums - Wind

- Of course the big question is, how much wind can I handle? Well there are at least 2 factors to consider before answering that question and neither one is straight forward. First we ask how much wind the airplane can handle. The POH for airplanes manufactured from 1975 to the present will contain a Maximum Cross Wind Component or Velocity in the Normal Operations section. This is not a limitation but rather the maximum cross wind experienced in the course of flight testing for certification. Could the airplane be controllable in more wind? Possibly, but what we do know is the airplane will be controllable with less cross wind.
- FAA Type Certification Rules require that airplanes must handle safely on the ground in a 90 degree cross wind of $.2 V_{so}$. So an airplane that stalls at 49 knots will be controllable on the ground with just under 10 knots of wind. Will it handle more? Possibly but for sure it will be controllable with less.
- In order to establish personal minimums you need to have a baseline – think of it as your personal, documented, demonstration of performance. We suggest you document your wind performance at least once a year with a CFI. Try to pick a day when you can experience actual cross-wind conditions in the airplane you usually fly loaded to your typical mission weight. Select an airfield that’s typical for the missions you fly.
- Devote some time and money to practice your piloting skills in actual windy conditions. Concentrate on flying as precisely as you can; compensating for wind and predicting your performance. Work toward flying a base to final turn that aligns you perfectly with the runway and maintain that alignment all the way through the approach, landing, and roll out.
- Be aware that many airports are subject to local wind challenges including wind shear and turbulence. Mountain airports in particular require careful planning and prior knowledge to ensure safe operations.

Additional References:

A-H-8083-3A Airplane Flying Handbook Chapter 8

http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/

FAASafety Team WINGS Pilot Proficiency Program

<http://www.FAASafety.gov/WINGS>



SECOND SATURDAY BREAKFAST CLUB

Joe Joplin

WHEN	Second Saturday -- March 11th																		
TIME	Depart KGSO 8:00 AM																		
DESTINATION AIRPORT	Montgomery County Airport 43A www.airnav.com/airport/43A																		
	<table border="1"> <tr> <td>Runway:</td> <td>3/21</td> </tr> <tr> <td>Dimensions:</td> <td>4002 x 75 ft</td> </tr> <tr> <td>Elevation:</td> <td>632 ft</td> </tr> <tr> <td>WX AWOS:</td> <td>128.175 (AWOS at VUJ)</td> </tr> <tr> <td>CTAF:</td> <td>122.80</td> </tr> <tr> <td>FROM KGSO:</td> <td>43.6 nm</td> </tr> <tr> <td>Initial true course:</td> <td>170</td> </tr> <tr> <td>FUEL</td> <td>100LL</td> </tr> <tr> <td></td> <td>Self-serve: Unknown</td> </tr> </table>	Runway:	3/21	Dimensions:	4002 x 75 ft	Elevation:	632 ft	WX AWOS:	128.175 (AWOS at VUJ)	CTAF:	122.80	FROM KGSO:	43.6 nm	Initial true course:	170	FUEL	100LL		Self-serve: Unknown
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DESTINATION DINING	Martha's Grill A charming, country place for good food made by Martha and served by Mona.																		
DETAILS	After we arrive at the airport we will make the short walk to the restaurant. This is NOT a club sponsored event so bring CASH\$\$ (NO Credit Cards).																		
RSVP & Questions	Joe Joplin, jjoplin@jsidata.com , Cell 336-202-0601 (text or call) Let me know if you have room for passengers!!																		



Piedmont Aero Club 2017 Current Event Calendar

Boldface events are sponsored by PAC (free or subsidized ground transport & food)

Underlined dates are firm

March 16 dinner meeting, speaker Jack Gartner, former JFK facility manager

March 18 Saturday - Combat Simulator sessions in Kernersville

March 25 - Sat, 9am Shiloh (KSIF)- Shake off the winter. Johnny White /Aviators Unlimited
\$175-\$200 for 30-minute upset/recovery/spin/aerobatics training

April 4-9 Sun n Fun

April 15 Saturday – Childress Racing Museum. Fly to Lexington Airport (KEXX) or drive (236 Industrial Dr, Lexington, NC 27295) Joint event with Honda Motorcycle club. **Transportation provided.**

April 16 Sunday - Asheville Biltmore Blooms

April 20 Thursday dinner meeting, speaker Pete Slattery, air traffic controller for Marines and FAA at CLT, RDU, GSO. Will discuss history & experiences, tips to be comfortable in busy airspace and things like TMC and TRACON. Planning gyros, souvlaki, and falafel sandwiches

April 29-30 Airshow, Beaufort SC (Blue Angels)

May 13 Saturday – Hangar Party @ Wes' place

May 18 Monthly dinner meeting guest speaker Bill Wilkerson, retired US Air Capt. Discuss IMC hazards for VFR pilots, risk mitigation, DC-3 refurbishment

May 19-20 Saturday - Military Aviation Museum: Warbirds over the beach, Virginia Beach VA (WW2 birds)

May 21,22 Airshow Shaw AFB, SC (T-Birds)

June 11 Sunday – Patriot's Point (Charleston SC) and U.S.S. Yorktown tour

June 15 Thursday dinner meeting, speaker tbd

June 18-19 Airshow, Ocean City MD (Thunderbirds)

June 24-25 Dayton Airshow (Thunderbirds)

July 15 Saturday Sugar Valley cookout and Five Card Stud Poker Run

July 20 Thursday dinner meeting, speaker tbd

July 24-30 EAA Airshow, Oshkosh

Aug 6 - Sunday Race Against your POH/AFM , Sugar Valley NC

Aug 17 Thursday dinner meeting, speaker tbd

Sept 8-10 Airshow, Virginia Beach (Blue Angels)

Sept 9 - Saturday Triple Tree

Sept 13-17 Reno Air Races

Sept 21 Thursday dinner meeting, speaker tbd



Current Event Calendar (cont)

Boldface events are sponsored by PAC (free or subsidized ground transport & food)
Underlined dates are firm

Oct 1,2 Red Bull races

Oct 7-8 Military Aviation Museum: Warbirds over the beach, Virginia Beach VA (WW1 with bi-planes & tri-planes)

Oct 7-15 Balloon Fiesta, Albuquerque NM

Oct 19 Thursday dinner meeting, speaker tbd

Oct 21 - Saturday Wings over North GA - Rome GA

Oct 27-28 AOPA fly-in Tampa FL

Nov 4 - Saturday Bowl-o-rama at Spare Time in Greensboro , Piedmont Club Video & Picture Contest judging

Nov 16 Thursday dinner meeting, speaker tbd

Dec 3- Sunday First Flight Airport pilgrimage

Dec 16 Thursday dinner meeting, speaker tbd

PAC 2017 First Guest Speaker Hard Act to Follow

Al Lawless has the “guest speaker” meetings off to a high performance takeoff start! Our first guest speaker was Ken Sasine, a former U-2 test and trainer pilot. For almost an hour he mesmerized us with stories, video, and Power Point pictures of his years of experience with the “Dragon Lady”. Most of us have seen YouTube videos of U-2 flights. Ken provided some background for things such as: 1- those funny wheels hanging from the ends of the wings; 2- why the Dragon Lady is being chased by a high performance Mustang while landing. I for one am really looking forward to the rest of the year, anticipating that we get more speakers like Ken.

NITE LIGHT
by Wes Parker

If you remember any of my previous stories, you will know that I grew up in an aviation family.

This story is from 1968, and one of my family's entrepreneurial enterprises was a small company called Nite Lite aerial advertising in South Texas. This was your typical banner towing, and Night Time advertising.

The Night Advertising used a folding marquee style, lighted bill board, slung beneath a Robinson STOL C-182 called a "WREN". The Cessna had drooped leading edges with Ailerons that drooped with the flaps, and finally a small Canard Wing mounted just behind the propeller on the engine cowling. They even had a small set of Elevators on the Canard wing. To say it is capable of SLOW Flight, is a gross understatement.



The night advertising was a matrix of light bulbs mounted to a framework that attached to the bottom of the airplane. Using a complex system of micro-switches and a canvas tape with holes punched to represent letters, the lights would blink with a scrolling message under the airplane. The marquee was very readable when you were someplace under the airplane, but from the sides it just looked strange. One of the interesting aspects of the night advertising was that we always generated UFO reports to the local police. We would get even more advertising bang for the buck when the local News people would come out to document the strange lights in the sky.



BANNER TOWING

Wes Parker



Banner towing was an interesting affair. The banner consisted of a bunch of letters that all hooked together to spell out a message. The letters (and spaces) were all of a similar size, and connected together. Kind of like a sign advertising today's special in front of every fast food restaurant. Although I could not go along as a passenger on the aerial advertising flights, I did get to participate as part of the ground crew. We would stand on either side of the pick up point holding a pole with a loop of rope. The airplane would fly by with a Grappling hook trailing, and then hook the big loop of rope with the banner at the end. You had to really watch that hook closely and be ready to run if it took a sudden swing in your direction. You have to wonder why the adults always let the kids do this job?

After the tow pilot made the pick up, he would fly around for several hours, and then come back to the field to drop the banner. He'd make a low-slow pass, and when he got to our position, he'd let go of the banner. Interestingly, the banner had so much drag that it stops immediately, and then falls straight to the ground. They were always able to drop it just a few feet away.

I did learn a few things about the aerial advertising business...First it was very popular, but the newness of it dwindles rapidly, and forces the operator to become a bit of a gypsy, always having to move the advertising from city to city. One exception was advertising along beaches in the summer. The constant turnover in beachgoers meant that we could fly the same locale week after week. This kept us busy all summer long, especially on holidays! What did I learn? Once again, no summer vacation for me....

FAAST Safety Seminars - "Risky Business and NEW BasicMed"

Topic: Two Seminars: What Would You Do and NEW BasicMed
On Saturday, March 18, 2017 at 09:00 Eastern Daylight Time

Location: Guilford Tech Community College (GTCC)
1053 Stage Coach Road
Greensboro, NC 27409

Select Number: EA3974701

Description: Making the right decision under pressure isn't easy. When one thing goes wrong on the flight deck we can usually cope with it, but when additional hazardous things need our immediate attention, it's quite a different situation. Attend this seminar and participate in a scenario that involves two pilots on a cross country flight over the Appalachians when things go very wrong.

Then, Dr. Sean Malone (AME) will reveal the pros and cons of the New BasicMed rule that takes effect on May 1. Everyone will have a chance to ask questions and discover how they may be impacted by this new medical certification process.

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **FAA Safety Team and the Greensboro FSDO**

June

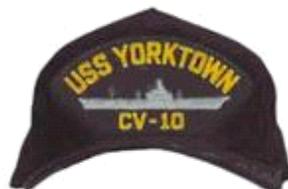


2017

U.S.S. Yorktown

Explore Aviation history with the **Piedmont Aero Club** as we fly to the USS Yorktown Aircraft Carrier (CV-10) in Charleston, SC. (No deck landings please!)

This Carrier saw action in many major battles. What a great opportunity to visit an awesome piece of floating history.



When: Sunday, June 11th

Where: GSO to LRO (Mt. Pleasant Rgl)

Depart: GSO at 7:00am

Fees: Paid for by PAC for Members; Entry, Trans to Patriots Point from Airport and Lunch

RSVP: Jon Wells or Register on PAC Web Site:

Jon_Wells@haci.honda.com